

Metro | Agenda

Meeting: Lake Oswego to Portland Transit Project Steering Committee
Date: Thursday, Jan. 6, 2011
Time: 5 to 7 p.m.
Place: Metro Regional Center, council chambers
Purpose: Discuss development potential in the Lake Oswego to Portland corridor, specifically in the Foothills area of Lake Oswego, Johns Landing, South Waterfront and by OHSU
Outcome: Understand potential synergies and timeline overlaps between transit project and development and redevelopment plans

5 p.m.	Welcome and agenda review	Councilor Collette, Co-chair
5:05 p.m.	Approval of Nov. 16 meeting summary	Councilor Collette, Co-chair
5:10 p.m.	Public comment	Councilor Collette, Co-chair
5:25 p.m.	Project update <ul style="list-style-type: none">• Timeline• Budget• LPA process• Questions from Nov. 16 meeting	Doug Oblatz, SOJ
5:40 p.m.	Streetcar and placemaking	Chris Zahas, Leland Consulting
5:55 p.m.	Development and redevelopment potential <ul style="list-style-type: none">• Foothills• Johns Landing• South Waterfront• OHSU	Christe White, Williams, Dame and White Patrick Sweeney, City of Portland Geraldine Moyle, Portland Development Commission <i>TBD</i>
6:45 p.m.	Health Impact Assessment	Jamie Snook, Metro/Steve White, OPHI
7 p.m.	Adjourn	Councilor Collette, Co-chair



Lake Oswego to Portland Transit Project Steering Committee

Tuesday, November 16, 2010

9 - 11 a.m.

Metro Regional Center, Council Chambers

Committee Members Present

Councilor Robert Liberty, co-chair
Councilor Carlotta Collette, co-chair
Judie Hammerstad
Mayor Jack Hoffman
Neil McFarlane
Commissioner Lynn Peterson
Michael Powell

Metro Council
Metro Council
Portland Streetcar, Inc.
City of Lake Oswego
TriMet
Clackamas County
Portland Streetcar, Inc.

Alternates Present

Catherine Ciarlo
Rian Windsheimer

City of Portland
Oregon Department of Transportation

Committee Members Excused

Mayor Sam Adams
Commissioner Deborah Kafoury
Ellie McPeak
Jason Tell

City of Portland
Multnomah County
Lake Oswego to Portland CAC
Oregon Department of Transportation

Project Staff

Doug Oblatz, Bridget Wieghart, Jamie Snook, Alan Lehto, Ann Becklund, Joe Recker, Brant Williams, Joseph Auth, Karen Withrow, Patrick Sweeney, Paul Smith, Ralph Drewfs, Tom Markgraf

I. WELCOME AND AGENDA REVIEW

Co-Chair Robert Liberty called the meeting to order at 9:05 am inviting those present to introduce themselves and who they represent.

II. PUBLIC COMMENT

Mr. Charles Ormsby of Lake Oswego expressed his concern regarding the electronic security of project documents. He is unable to copy sections of the documents and feels this is due to the security features of the program, he asked that the security settings be checked.

III. PROJECT UPDATE

Next Mr. Doug Oblatz addressed the assembled to given an update on the publication of the project DEIS. The DEIS will be published December 3, 2010, copies may be available as early as next week. The public comment period officially opens on December 3rd as well – the FTA has decided that a 60-day public comment period would be required due to the project timeline and approaching holidays.

Mr. Oblatz next acknowledged all of the hard work and long hours put into the project by Jamie Snook, Karen Withrow and Clifford Higgins noting in particular their efforts on the DEIS - his words were punctuated by a round of applause.

Moving on to the project budget, Mr. Oblatz explained the preliminary steps being taken in preparation for the selection of a Locally Preferred Alternative (LPA), expected early in 2011. Framework budgets for each alternative are being prepared to use as the basis of a more fleshed-out version for the LPA. This will in turn inform future budgets as the project continues to more advanced stages.

IV. DEIS HIGHLIGHTS

The next order of business was a Project and Draft Environmental Analysis Update presented by Ms. Bridget Wieghart. Beginning her presentation, Ms. Wieghart reviewed the project timeline from the current year until 2017. Co-Chair Liberty asked Ms. Wieghart to elaborate on a bullet point in 2011, 'Develop Conceptual Funding Plan.' Ms. Wieghart explained that it is a basic plan where all resources aren't necessarily committed but the basic funding source are identified. Co-Chair Liberty asked that more detail be provided for those requesting it, noting that the evening prior he attended the Lake Oswego City Council meeting and was asked to provide such detail.

Mayor Jack Hoffman reiterated Co-Chair Liberty's request asking further that a basic funding split be provided in addition to an estimate of the amount needed from any LID's which might be utilized in the funding plan. Co-Chair Liberty then noted that the

Finance Update later in the meeting might answer some of these questions; Ms. Wieghart added that there would be a firmer funding plan in place before the New Starts application.

Continuing with her update, Ms Wieghart touched on the project purpose and need, existing conditions on highway 43, and the purchase of the Willamette Shoreline right of way with the intention of using it for transit enhancements. She noted that ODOT has determined widening of Highway 43 in this area would not be feasible.

Co-Chair Liberty wondered how much it would cost to widen the highway. Ms. Jamie Snook replied that she didn't have the information with her but could provide it at the next meeting. Mr. Rian Windsheimer added that houses along the route are too close to the road to permit widening without taking out many driveways restricting access for homeowners.

After presenting forecasts on employment and housing growth in the area, Ms. Wieghart next spoke on development and redevelopment opportunities along the corridor in John's Landing, Lake Oswego and the Foothills district. Mayor Hoffman noted at this point that the City of Lake Oswego has retained a developer (Williams, Dame and White) to come up with plans for Foothills area. Co-Chair Liberty expressed a desire to receive more information on this plan at a future meeting.

Regarding the slide 'Lake Oswego Development Opportunities,' Mayor Hoffman noted that the City of Lake Oswego has some analysis done on the Foothills area which he would be happy to share with project staff both for the value it might add to this project and for a second set of eyes to make sure their analysis is reasonable. Ms. Catherine Ciarlo stated she thought this would be an excellent subject to touch on in a future meeting, Ms. Wieghart noted that some site analysis would need to be done to determine if those numbers are feasible.

After reviewing the slide on ridership projections, Mr. Michael Powell asked if information was available on the projected increase in system-wide ridership and not just in the project area, Ms. Wieghart noted this information is contained in the project DEIS. Mr. Powell further stated that he feels that historically these ridership projections have been a bit conservative and ridership is actually higher once service begins.

Regarding 'Walk and Trip Travel Time' slide, Ms. Wieghart noted that the slide includes the time spent walking for each trip as requested at several recent public meetings. Mayor Hoffman asked if this also includes time spent walking to and from the car for auto trips. Ms. Wieghart explained that it is not included but one could assume five minutes at each end. Mayor Hoffman next asked if the time noted for the Lake Oswego to PSU bus trip included walking to and from the bus, Ms. Wieghart noted that it assumes walking time at the destination but not at the departure area.

Regarding the 'Downtown Portland Walk Distance Comparisons,' Mayor Hoffman noted that he has read that riders will accept a longer commute time if the quality of the commute is perceived as high and wondered if this was taken in to account in the analysis. Ms. Wieghart explained the model does take quality into account.

At this point Ms. Lynn Peterson stated that it is her understanding that Metro has done some of the best modeling on projects seen by the FTA and that the FTA has a high level of confidence in our models which they don't necessarily have with other jurisdictions. Mr. Oblatz noted that the FTA does go back later to compare the actual ridership to the model results and that typically the region has done a good job with modeling.

Turning to the subject of environmental analysis, Ms. Wieghart explained that the preliminary analysis identified one noise and vibration impact in the Dunthorpe area and between 23-28 vibration impacts with the streetcar alternative, all of which could be mitigated. She noted that the use of the building dictates the manner in which the impact is mitigated, such as the OPB offices where both noise and vibration impacts would be detrimental if not mitigated.

Wrapping up her presentation, Ms. Wieghart noted that while any improvement to transit in the corridor would help alleviate congestion the benefit is much greater with streetcar as opposed to bus.

V. FINANCE UPDATE

Skipping ahead one item on the agenda, Mr. Oblatz took the floor again to give an update on the capital funding concept. He noted that the challenge in assembling the components of the funding concept was staying consistent with the DEIS while projecting what the true costs will be in current-year dollars. Turning to his handout 'Project Costs for the City of Lake Oswego (Streetcar Only)' which shows projected costs in both 2010 and 2017 dollars, Mr. Oblatz explained that a 20 dollar local investment brings an 80 dollar return due to the match from the Federal government (anticipated at 60%) and the foresight shown in preserving the right of way in the 1980's – an initial investment of approximately \$2 million which is currently valued at over \$90 million.

Co-Chair Liberty noted that the inclusion of the right of way as part of the local match gives us an advantage in project funding. Ms. Ciarlo noted that this information gets us away for the idea of a streetcar being an expensive luxury and back to the reality of it being a benefit to the community.

Ms. Peterson expressed the opinion that because the analysis is centered on the project area itself we lose sight of the benefit to the system as a whole, making those connections known will make the project more widely understood and accepted. She added that the majority of the trips in Clackamas County are north/south which is why connections are important for adding future capacity. Mr. Oblatz agreed and noted that

people are making decisions on where to live and work based on transportation options and providing information on the benefit to the system as a whole will enable them to make more informed decisions.

Regarding the estimated project costs, Co-Chair Liberty noted that all transportation is expensive, so the important question is 'what is the alternative? Yes, this project is expensive but the alternatives are even more costly'. Following up on this line of thought, Ms. Wieghart turned to her slide 'Estimated Annual Operations and Maintenance Costs, 2035' to show that while more expensive up front, maintenance and operations for the streetcar alternative will be less than half of those for enhanced bus.

V. PUBLIC INVOLVEMENT UPDATE

Ms. Withrow began the public involvement update by noting that since some agenda items were addressed out of order she would next speak about the DEIS publishing timeline. She explained the different ways public comments could be given: via the online comment form, phone or mail to project staff; or by attending any of the open houses or public hearings being held for the project. She noted the preliminary dates for the open houses (December 9th and 16th) and suggested that since January 6th is no longer an option for the public hearing that the date be used instead for a regular meeting of the Steering Committee to focus on development opportunities.

Ms. Hammerstad asked who would be holding hearings, and wondered if the recommendation made by the Steering Committee to the Metro Council would be informational only. Ms. Withrow explained that Metro arranges one public hearing for the project. Local jurisdictions can also choose to hold public hearings in their respective areas to keep citizens informed of the project. She went on to say that the Steering Committee will make the Locally Preferred Alternate (LPA) recommendation that will inform all project partners and eventually advance to the Metro Council for a final action.

Ms. Hammerstad wondered if there would be a way to see how many comments a particular individual makes on the project. Ms. Withrow noted that the forthcoming comment book will be indexed by name as well as comment category to help in researching and responding to comments.

Co-Chair Liberty asked how project staff would respond to comments. Ms. Withrow noted that the project team will acknowledge all comments and reply to any that have a substantive question or comment. In order to compile the comment summary and to inform future analysis as the project advances, all comments will be read by staff and shared in the comment book so others can read them.

Mr. Oblatz distributed an outline of the LPA process and explained how the process works noting the different options along various segments of the corridor. The subject of a station at the Sellwood Bridge was raised, which led to a discussion of bridge replacement. Co-Chair Liberty noted that Mayor Adams has discussed taking streetcar across any replacement bridge. Ms. Ciarlo explained that the City of Portland is working on the bridge replacement as a separate project and the possibility of streetcar on the bridge was being seriously considered. Current designs are either streetcar ready or would allow the addition of streetcar down the road. Mr. Oblatz noted that the possibility of a station was looked at but due to grade changes the station would be isolated and hard to access. He further stated that the two project teams continue to refine designs and remain nimble depending on which alternative is selected for each project.

Mr. Oblatz turned to the subject of number of stops for the various alternatives noting that the subject would be covered more in depth in the DEIS. Co-Chair Liberty asked if the addition of more stops would affect travel time. Mr. Oblatz replied that it would and that the project team is working on identifying any trade-offs were more stops to be added. Ms. Hammerstad asked if there is a standard number of stops for express bus service, Ms. Snook explained that it would be similar to the number of stops streetcar.

Referring to recent design option work groups held as part of the Community Advisory Committee work on the project, Ms. Withrow noted discussion and agreements thus far about using the Willamette Shoreline right of way for a pedestrian/bicycle trail instead of the streetcar in Johns Landing if a Macadam streetcar or bus option is selected, benefits of single versus double track in the Foothills area, and possible street closures and how they would affect services such as fire and ambulance with the Riverwood design option (streetcar). Ms. Hammerstad wondered if these meetings were held only for those in adjacent neighborhoods. Ms. Withrow stated that everyone was invited to attend but those at the table were residents and members of the CAC.

Co-Chair Liberty then asked if there were any further comments or questions before bringing the meeting to an end.

VI. ADJOURN

There being no further business, Co-chair Liberty adjourned the meeting at 10:44 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Scott Steyer

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	11/16/10	November 2010 meeting agenda	111610losc-01
2	Meeting Summary	11/16/10	July 2010 meeting summary	111610losc-02
3	Presentation	11/16/10	Project & Draft Environmental Analysis Update	111610losc-03
4	Presentation	11/16/10	Project Costs for the City of Lake Oswego (Streetcar Only)	111610losc-04
5	Presentation	11/16/10	Outline of Locally Preferred Alternative Recommendation	111610losc-05